



Renton Airport Advisory Committee

December 18, 2007

MINUTES – Original Draft Version

Renton Airport Advisory Committee (RAAC) Chair Mike O'Halloran called the meeting to order at 5:30 p.m. A sign-in sheet for members was stationed at the table by the main door to the Council Chambers. A separate sign-in sheet was also there for guests to sign.

I. Welcome

The Chair introduced the City's staff and guests present for tonight's meeting: City Council Transportation/Aviation Committee Chair Marcie Palmer; Peter Hahn, Deputy Planning, Building, Public Works Administrator – Transportation; Suzanne Dale-Estey, Economic Development Director; Ryan Zulauf, Airport Manager and Jonathan Wilson, Assistant Airport Manager; Jennifer Jorgenson, Transportation Systems Division Secretary; and Shaunta Hyde, Manager, Local Government Affairs – Puget Sound. Ms. Hyde introduced Glen Kanenwisher as the new Boeing Senior Manager at the Renton 737 Final Assembly facility and explained that either he or Mr. Jan Fedor would be attending future RAAC meetings as The Boeing Company's representative. Ms. Hyde will, however, be attending future meetings as her calendar permits.

Marcie Palmer acknowledged that because she was elected Council President for 2008, she would not be actively participating on any of the City's working committees for the coming year. Randy Corman will be the Chair of the Transportation/Aviation Committee for 2008.

Chair O'Halloran acknowledged the delight expressed by the RAAC members who were able to attend the guided tour of the Boeing facilities that Shaunta Hyde so generously provided. He then asked Richard Zwicker to provide a brief summary of the tour.

Mr. Zwicker thanked The Boeing Company for providing the opportunity to learn more about their actual facility operations and noted that even though the line was not "moving," it was very enlightening to hear about the process the different aircraft go through to obtain their wings, engines, interiors and everything else that goes into an airplane. He noted that the tour included different views of each of the different versions of the current 737s being offered for sale. The tour of the fabrication portion of the plant ended up with a look at the first 737-ER (extended range) jet that was scheduled to be delivered to Continental Airlines within the next few days.

II. Approval of Previous Minutes

The Chair called for approval of previous minutes from October 30, 2007 and asked if there were any corrections to be noted.

Jennifer Ann Rutkowski and Mathew Devine asked to be added to the attendance list as they were in attendance at the last meeting.

Shaunta Hyde asked the record be corrected for section IV, second paragraph (page 2 of 8). The record should reflect the *possibility* that The Boeing Company may be entering into negotiations with the City in the future.

The final correction is on page 7 of 8: First paragraph after A. Correct the acronym for the noise contour to read *DNL* instead of LDN.

Elliott Newman moved the previous minutes be approved as corrected. The motion was seconded by Marcie Palmer. Motion carried.

III. Airport Layout Plan (ALP)

Ryan Zulauf, Airport Manager, spoke on the process of updating the ALP and the hiring of the consulting firm of URS and noted that federal funds in the form of a grant were used to comply with the FAA requirement to update the ALP. John Yarnish (URS) has been working on this effort since 2005.

Peter Hahn, Deputy Planning/Building/Public Works Administrator – Transportation, stated the purpose of this meeting is to first look at the proposed ALP and then to generally take comments and questions on it. There would be no formal action expected at tonight's meeting.

John Yarnish took the floor and gave a brief background of his work progress to date. Previous efforts were concentrated on demand forecasts and analyzed anticipated available airport space in conjunction with those forecasts. The changes envisioned more of the small corporate and private jets and The Boeing Company vacating certain properties.

The result was a "preferred ALP" to be presented for consideration. Apron C would have been used to accommodate the very light jets and smaller turbo craft.

What's changed? The Renton City Council determined that a "corporate jet center" was undesirable, and in June of this year the Transportation/Aviation Committee reviewed and made revisions to the *2005 Renton Municipal Airport Development Study*. The revised policy calls for pursuing development of hangars to take care of light and medium piston and turbine aircraft. In essence, there would be no fundamental change to the Airport.

The next major change to appear for the Airport was when the City of Renton learned that The Boeing Company was considering the possibility of obtaining additional leased space on the airport, possibly once again leasing Apron B. It was determined at that point that Apron B should be retained for possible lease to Boeing and that Apron C should be retained for aviation uses that would include aircraft manufacturing, aircraft storage and/or limited aircraft services.

Ryan Zulauf called everyone's attention to the copy of the Transportation/Aviation Committee's report of June 11, 2007, recommending a number of revisions in the development policies and

formal adoption by Council. He reminded everyone that the full Council had approved and adopted those revisions as presented to them. This document is now the guiding factor for future development and land uses on the Airfield.

This revised ALP maintains the number of aircraft at 290, which basically translates into no growth above what we currently have.

Mr. Yarnish then touched on the basic needs and priorities of maintaining the current infrastructure at the airport, which includes just taking care of the bare basics. He went on to say that pavement technicians have rated the Airport's pavement and some initial repair work is scheduled to take place next July. The capital improvement projects that are needed are more money than the revenue the Airport brings in.

Mike O'Halloran asked if the south blast fence could be lowered. Mr. Yarnish said that yes, it could be lowered.

Diane Paholke asked if Boeing had indicated what approaches they would need. Ryan Zulauf said he could not speak for Boeing on this issue.

Ryan Zulauf noted that the FAA should be releasing the LPV – WAAS in November 2008. He further commented that the pilots would each need to educate themselves on this matter once it is published.

Ryan next spoke about the upcoming runway pavement project. It is scheduled to take place over the three days of July 25 through July 28, depending upon the weather, with some evening closures to take place afterwards to groove the pavement. He explained that grooving the pavement would increase safety because it will drain water off the runway and help to prevent some of the ponding and icing problems they have experienced in the past.

Diane Paholke and Ryan Zulauf discussed the different object free zones at the end of the runway, how those zones may or may not change due to the implementation of the new LVP WAAS approach to runway 15, and whether there will be an effect on the seaplane ramp and the Customs building that partially encroaches into the object free zones.

Elliott Newman asked to be walked through the older version of the ALP. Mr. Yarnish was quick to point out that he was asked to bring these drawing sets in and that this was provided for reference only as it no longer reflects the current planning document (the revised ALP being presented today).

Diane Paholke asked if the construction schedule couldn't be done during Seafair, while the runway has to be fully closed for a portion of several days anyways.

Ryan Zulauf explained that we had to go with what is best for Boeing because they are the City's largest customer. He went on to explain that they have a very detailed scheduling process they need to adhere to and their needs must come first.

Mike O'Halloran inquired why Boeing needs Apron B.

Shaunta advised that the matter was still being researched and she couldn't say at this time. She did say she hopes to have an answer for the group some time in January.

Matthew Devine asked if there was a possibility that Boeing wouldn't need Apron B.

Shaunta responded that she honestly couldn't say for certain. When she was pressed further she said not to count very heavily on that possibility.

Mr. Yarnish interjected that the underlying uses determined for Ramp B in the revised ALP will not change. That is to say, it will be "zoned" (for lack of a better word) for the three airport uses that were already discussed – aircraft manufacturing, aircraft storage, or limited aircraft-related services.

Todd Banks asked about the number of operations at the Renton field and how it relates to the overall in terms of being called "busy."

Mr. Yarnish responded that it is difficult to compare Renton field to the other airports in the vicinity because Renton has only one runway, whereas Boeing Field has a large runway and a shorter runway (2 runways) and Sea-Tac Airport has two large runways, with a third under construction.

In terms of single runway airports, Renton is considered to be a busy field.

So, what's the next step?

URS will be finalizing the Capital Improvement Plan, the SEPA process, and the preliminary drawings.

In the interim, Peter Hahn suggested the RAAC members consider this latest ALP as described tonight with a thought toward taking a vote at the next meeting to move the ALP on towards the Transportation/Aviation Committee with a recommendation so the City can move forward.

Al Banholzer suggested the RAAC continue with the process to determine what might go into the B-Ramp area for the time when Boeing does vacate this area on a permanent basis. He is looking for something in the way of a main plan that has flexibility, with the possibility of phasing in any of the changes.

Mr. Yarnish said that would be advantageous for the Committee and reminded them to keep in mind the three possible uses that could be accommodated.

Todd Banks asked if the cruise line at the seaplane base was still under consideration.

Marcie Palmer said there would be no cruise line dinner boats at the seaplane base, but a house would be coming through the airport very soon.

Diane Paholke asked if the old restaurant was still viable as a restaurant site.

No it is not. The current Chambers of Commerce building, however, is under consideration for such a use.

Mike O'Halloran asked how the Airport's finances stand today.

Ryan Zulauf replied that the Airport is barely able to cover the day-to-day operating costs and nothing has been going into the Airport's reserve fund (i.e., a savings account) for future infrastructure improvements. He further stated that most of the capital projects are unfunded at this time.

Bringing the meeting to a close, Chair O'Halloran asked the Committee what the best time to have the next RAAC meeting. After a brief discussion it was determined the next RAAC meeting would be held January 22 at 5:30 in the Council Chambers. At that time the Committee will again review the revised ALP. We hope to have a definitive answer from Boeing as to the future of Ramp B so the RAAC Committee can proceed with a vote on a recommendation for the Transportation/Aviation Committee.

Meeting adjourned at 6:44 p.m.

Attendance for December 18, 2007:

<u>Member Name</u>	<u>Representing</u>
Al Banholzer	Washington Pilots Association GRC – Primary
Todd Banks	Member-At-Large – Alternate
Suzanne Dale-Estey	City Department Representative
Dina Davis	Renton Hill/Monterey Terrace – Alternate
Matthew Devine	Talbot Hill – Alternate
Peter Hahn	City of Renton – Non-voting
Glen Kanenwisher	The Boeing Company – Alternate
Roger Lewis	West Hill – Primary
John Middlebrooks	West Hill – Alternate
Elliott Newman	Mercer Island – Primary
Michael O'Halloran, Chair	Highlands – Primary/Chair

Michael O'Leary
Diane Paholke
Marcie Palmer
Mike Rice
Jennifer Ann Rutkowski
Michael Schultz
Jonathan Wilson
Richard Zwicker
Ryan Zulauf

Airport Leaseholders – Primary
Member-At-Large – Primary
City Councilmember – Primary
Airport Leaseholders – Primary
Talbot Hill – Primary
Renton Hill/Monterey Terrace – Primary
Airport Operations Specialist – Non-voting
North Renton – Primary
Airport Manager – Non-voting

Guests:

Chuck Kegley
Bernie Paholke
Howard Wolvington
Shaunta Hyde

Shane Carlson
Mark Hancock

Renton, WA
Renton, WA
Issaquah, WA
The Boeing Company, Manager, Local Government
Affairs – Puget Sound
Renton, WA
Seattle, WA